

Try this —

When a change from coffee seems desirable — for any reason — and you want to get your money's worth in satisfaction,

— buy a tin of

INSTANT POSTUM

Every year more people drink Postum. Why?

Try it yourself; you'll find

"There's a Reason"

PRINCE ALBERT

the national joy smoke



TALK about smokes, Prince Albert is geared to a joyhandout standard that just lavishes smokehappiness on every man game enough to make a bee line for a tidy red tin and a jimmy pipe—old or new!

Get it straight that what you've hankered for in pipe or cigarette makin's smokes you'll find aplenty in P. A. That's because P. A. has the quality!

You can't any more make Prince Albert bite your tongue or parch your throat than you can make a horse drink when he's off the water! Bite and parch are cut out by our exclusive patented process!

You just lay back like a regular fellow and puff to beat the cards and wonder why in samhill you didn't nail a section in the P. A. smokepasture longer than you care to remember back!

Buy Prince Albert everywhere tobacco is sold. Toppo red bags, tidy red tins, handsome pound and half pound tin humidors—and that clever, practical pound crystal glass humidor with sponge moistener top that keeps the tobacco in such perfect condition.

R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

Demand For Scuppernong Grapes Greater Than Ever

Scuppernong Growers Attention!

Science has learned how to produce the famous VIRGINIA DARE in non-alcoholic form, which violates no law of state or nation. The popularity of this old drink in new form is already assured. The need for Scuppernong Grapes will be greater than ever. Take care of your vines. Fertilize and cultivate. The prices will be most profitable.

If you know a Scuppernong grower cut this out and mail it to him.

GARRETT & COMPANY
Bush Terminal Bldg. No. 10
Brooklyn, New York

NEWLAND HAS SOME IDEAS ABOUT ROADS

Upper Pasquotank Folk Want Road to Norfolk via South Mills and Want Gates County Opened

Newland Township folk in upper Pasquotank, are aroused on the road question and since Pasquotank is going to build good roads they want Pasquotank to look more at Newland's offering and quit flirting with those folks who want a road from Elizabeth City to Norfolk via Shawboro and Moyock. How Newland feels about current roads problems and Newland's arguments for an interstate highway between Elizabeth City and Portsmouth, Va. via South Mills are cleverly summed up in a resolution adopted at Friday night's meeting. No one can be fully informed on the good roads question as it relates to Pasquotank, who does not read the resolution. Here it is:—

WHEREAS, pursuant to a well advertised call of the citizens of Newland Township, Pasquotank County, for the purpose of discussing the matter of assuming a bondedness indebtedness for the improvement of the public roads of said county, a largely attended meeting of the residents of said county and township, was held in the auditorium of the Newland High School on the evening of Friday, February 14th, 1919, and whereas, it was the sense of this meeting, as expressed by enthusiastic and unanimous vote, that the citizens of Newland Township regard the movement looking to the building of modern highways throughout this community as a matter of paramount importance, therefore, Be It Resolved:

First, That we favor and cordially indorse the road bill urged by the Chamber of Commerce of Elizabeth City, and introduced in the General Assembly by our Representative, Mr. W. O. Saunders, which bill authorizes a bond issue of five hundred thousand dollars for permanent road improvement in Pasquotank County.

Second, That we indorse the bill of Representative Saunders amending the present road law of Pasquotank County to the end that the entire time of the county chain gang shall be devoted to the working of the public roads of the county; and we further indorse this bill, as published in the last issue of THE INDEPENDENT, by approving and commending the personnel of the proposed Pasquotank Highway Commission, to-wit: Messrs. W. J. Woodley, J. J. Morris, A. B. Houtz, J. W. Foreman and W. L. Cohoon, and we believe each to be well qualified and suited for the duties of such position.

Third, That we do not oppose the bill of Senator Ferebee, proposing an improved highway between Edenton and Norfolk, except in so far as such bill would tax the citizens of Pasquotank County in building any part of such road in any other county than their own, and that we are strongly of the opinion that the roads of the county should be first improved before contributing to the building of good roads in other counties.

Fourth, That we urge upon the citizens of other parts of the county, and particularly the business men of Elizabeth City, and the Chamber of Commerce of that city, the great importance and value to all parts and to all interests of the county, of the proposed highway from Elizabeth City to Norfolk by the way of our own county, the village of South Mills and the Dismal Swamp Canal; and in support of this position we would respectfully show:

1. That the route by the way of South Mills and the Dismal Swamp Canal is shorter, by ten miles than the Currituck route.

2. That Norfolk County and the City of Portsmouth, Virginia, have agreed to build a good road from the City of Portsmouth, paralleling the Dismal Swamp Canal, to the North Carolina line. And that South Mills Township, Camden County, is asking the present General Assembly of North Carolina for authority to issue road bonds in the sum of fifty thousand dollars for the purpose of connecting the Virginia state line with the Pasquotank county line, a distance of ten miles. That this generous attitude on the part of this region of Camden County is quite in contrast with Court House Township, Camden County, through which Senator Ferebee's proposed road would run, and to the construction of which road the people of this part of Camden County have not offered to contribute one dollar.

Neither have the people of that part of Currituck County, through which the proposed road is to run, yet given evidence of a willingness to assist in building that although this county is to be the greatest beneficiary of that road.

3. That if the Elizabeth City-Norfolk highway is routed by South Mills the contribution which Pasquotank County would make to such a road would be the construction of fourteen miles of improved highway within its own territorial limits and thus serving the double function of affording a modern highway for both local and through traffic and thus spending every cent of its money on better roads within its own borders.

4. That the employment of the South Mills route would not only mean fourteen miles of improved highway in the direction of Norfolk, but fourteen miles of improved highway in the direction of Chesapeake, Suffolk, Winton, Raleigh and other points, both in North Carolina and Virginia, which could be reached by crossing the Chowan river at Winton, and that counties heretofore identified, socially and commercially, with Suffolk, could easily be made our neighbors in all relations. The Gates County trade, now going to Suffolk, would be thus turned to Elizabeth City.

5. That State and Federal road funds are available only for the building of road connecting county seats, and therefore, the contemplated highway by the Currituck route would afford Pasquotank County only seven miles of road, the distance from Little River Bridge, at the Perquimans line to Elizabeth City, for the permanent improvement of which State and Federal funds could be obtained. If the South Mills route is adopted, Pasquotank County would be entitled to receive both State and Federal aid in the construction of twenty one miles of modern roads instead of only seven miles. And if this road should be continued on to Gates county we would be entitled to this same aid in the construction of six miles more of such highways. Thus the South Mills and Gates route would entitle Pasquotank to State and Federal aid in building twenty-seven miles of modern roads within its borders as against only seven miles of such road by the way of Senator Ferebee's proposed route through Currituck.

It is important, too, that we remember that such a route through our sister county, Gates, would afford an opportunity to this county to receive these State and Federal funds in building a road through the entire length of the county for the way of the Pasquotank border to the Chowan river at Winton.

6. That the South Mills route would cross the Pasquotank River at a point where it is not navigable and only forty feet wide, thus inexpensive to bridge and requiring no draw or bridge keeper. Senator Ferebee's Currituck route would contemplate the purchase of an expensive bridge in Elizabeth City harbor or the construction of a new bridge representing a cost of thirty or forty thousand dollars.

7. That thousands of dollars are spent annually in the South by northern tourists travelling by automobiles. That the Currituck route has no attraction to offer these tourists while thousands would travel the other route which affords a visit to the Dismal

BACK TO HIS OLD LOVE



C. R. FULCHER

MR. FULCHER, has for several months been employed in the gents furnishing department of the S. R. Siff Co., but with the coming of the fishing season he has returned to his old love. Mr. Fulcher has resigned his position at S. R. Siff Co. to represent the Buckree Fish Co., of Washington, D. C., in eastern North Carolina. Mr. Fulcher says he is out to buy or solicit shipments on consignment and, in either case, is prepared to make it interesting for the fisherman.

UNITED STATES STILL HAS MILLIONS OVERSEAS

Cost of the War is Still Going on at Rate And End is Not Near

Official information received by the War Loan Organization here from the War Department is that, according to recently corrected records, the United States has no less than 2,000,000 men overseas. The exact figure announced by the general staff was 2,013,039. All these men must be fed and clothed until they can be returned to their homes and it is to meet this expense, and other equally necessary, that the Victory Liberty Loan will be offered.

Of : men overseas 2,003,935 were listed as in European service; in this number being 32,385 marines. United States troops in Siberia number 9,104, according to the War Department's statisticians, this total representing 8,806 men and 298 officers. All the enlisted men in overseas service number, the government bulletin says, 1,929,725, being commanded by 83,304 officers.

In the United States and its insular possessions, Alaska, etc., there were 1,690,234 men under arms when the summary was completed. This total added to that of the troops sent to France and Siberia gives an aggregate of 3,703,273, this representing the fighting strength which the nation has already made available. Peace is now assured, but the war has not been paid for. Heavy obligations are outstanding, such as the return transportation of the troops and their maintenance until mustered out, and it is to meet these liabilities that war savings stamps are still being issued and the Victory Liberty Loan is soon to be offered.

How soon the troops can be brought back to this country the War Department has not yet been able to ascertain. Premier Clemenceau, of France, has issued a warning that the armistice may be but a "lull in the storm." He adds that "it is well to face squarely all the possibilities." It is to meet these "possibilities" before they develop that American troops are still needed overseas, it is pointed out, the War Department hopes that it soon will be able to bring them home.

SITUATION GROWS SERIOUS TO FARMERS AND R. R.

That the fertilizer movement has been slow this year and that congestion of traffic is probable unless farmers put in their orders at once, is the burden of statement issued by Regional Railroad Director Winchell, which is as follows:

"Please let me say a word to our farmer patrons.

"The normal yearly movement of fertilizers in this region runs from three million to five millions tons. This means in round figures, 160,000 carloads to be handled.

"Ordinarily most of this very large item of traffic is thrown on the railroads in the months of January, February and March. Great activity on their part is necessary to handle the same well.

"By February 10 at least 40 per cent of the whole fertilizer tonnage has usually been shipped, but this year less than 15 per cent has moved so far; that is to say, the movement up to date is about 50,000 cars short of what it should have been.

"It is easy for you to see what 1 than 15 per cent has moved so far; that fear.

"A flood of business at the last moment cannot be moved to the satisfaction of our patrons and complaints will surely follow. We are anxious to avoid complaints, but it is obvious that we cannot move all of this tonnage at one time. In order to do the job right it is necessary that it be well distributed throughout the whole three months.

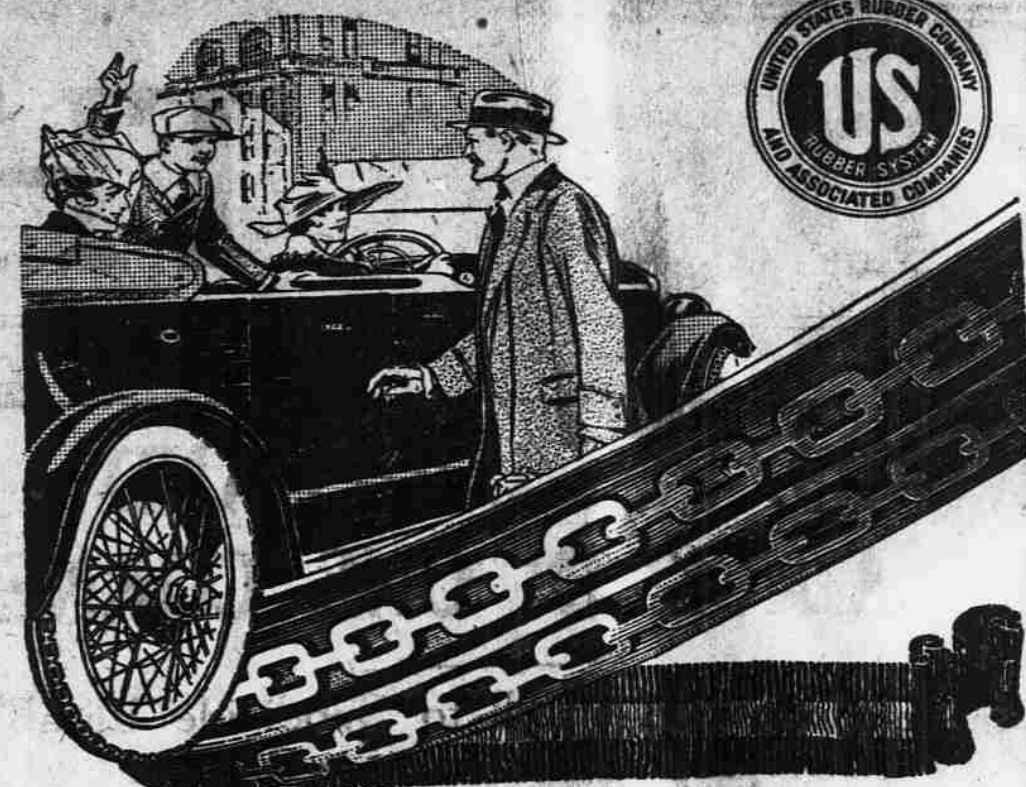
"During the past four or five weeks car conditions and weather have been favorable, but the fertilizers have not moved freely and immediate activity is now necessary, to avoid a condition which will be serious alike to the farmers and the railroads."

In this issue you will find the first installment of our new serial story, "The Light in the Clearing."

Miles of Wire on a Big Gun.

No fewer than 117 miles of steel wire are wound on a 12-inch gun that weighs 13½ tons. In appearance this wire, which is of the same quality as piano wire, resembles tape; it is one-quarter of an inch wide and one-tenth of an inch thick. It is tested to a breaking strength of 110 tons.

Swamp, made famous in song and story and immortalized by the pen of these resolutions be forwarded to each of our State Senators, our Representative, the Chamber of Commerce of Elizabeth City and to the local press.



'Chain' Tread

The Economy of Buying Good Tires

It's mighty poor economy to put cheap tires on your car.

If you can't depend on your tires, you can't depend on your car,

—and you can't get the high grade of service it ought to give you.

It pays to buy good tires—United States Tires.

They represent the highest value it is possible to build into tires.

There are five different passenger car treads—the only complete line built by any tire manufacturer.

Each has the built-in strength that means your money back in extra miles.

Among them are exactly the tires you want for your car, and your driving conditions.

Our nearest Sales and Service Depot Dealer will gladly help you.

United States Tires are Good Tires



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Always the best buy for the price

The greatest five-cents worth of beneficial refreshment possible to get.



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